SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics-Compiled Every Day for the Evening Telegraph.

THE GREAT CITY OF THE WEST. From the N. Y. Timen.

The Western papers seem to find things very flat at present. The removal of the capital is discussed with great fervor and anxiety by some of the leading journals.

A short time ago the Cincinnati Commercial published a number of highly sensational articles demanding the change of the political capital from Washington to New York. It gave a great many first-class reasons for this change. It recounted all the points in favor of New York. It dwelt on the immense size of this city, its splendor and wealth, its mighty interests, its cosmopolitan spirit, its future grandeur and glory, and its intellecpre-eminence as displayed in its journals. It showed what tremendous great advantages would be derived by Congress and the departments from their location here. They would be imbued with great ideas, and would carry out measures and plans in keeping with the noble destiny of our star-spangled country. The Commercia grew warm, nay, it seemed to grow red hot, in advocating its scheme, and, as we read its articles and arguments, we acquired an increased pride in our imperial city. We had not been accustomed to this sort of thing Western papers. We had been accustomed to the perusal of articles in the papers of each of the cities of the West, lauding the particular city in which each particular paper was published as the only and unequalled place for the political capital of the country. Philadelphia was once the capital, and it was easy for the papers there to show that it ought again to be the capital. No place could equal Pittsburg with its foundries and its moke. Toledo was designated by nature as the capital, and so were Chicago and St. Louis, and so also were a thousand other places scattered here and there till you got to Centropolis in Kansas, which was located precisely at the geographical centre of the country, and the very name of which indi-cated its adaptation for the purpose of a national capital. We never before heard of a Western paper suggesting an Eastern city as the political capital, and we could not but admire the independence and intelligence of the Commercial in pointing out New York as the one fit and proper place on the continent for the residence of the President, the location of the administrative departments, and

The Chicago Tribune has also taken up the subject of the removal of the national capital, but it does not agree with its Cincinnati contemporary that New York is the proper place, and, strange to say, it does not advocate Chicago. The choice lies between four cities-Cincinnati, Chicago, Memphis, and St. Louis. It is shown that Cincinnati is not worthy of selection; Memphis is equally un-worthy—though for different reasons; Chicago rests content as the commercial metropolis of the central basin, and St. Louis must therefore be considered as the city that ought to be selected. It is central, healthy, and beautiful; it can furnish fine sites for public edifices, and the President would there be able to overlook the Mississippi, while he meditated on the destinies of this great country. The writer ably urges the claims of St. Louis, and believes that if the people of the Mississippi Valley will unite on this point, it can speedily be accomplished.

the sessions of both houses of Congress.

It is an exciting discussion. We ourselves do not feel like saying much about it, and we prefer that the Western papers should fight out the contest themselves. After they have settled it, we will give our opinion on he subject. Having referred to it, however, we cannot help recognizing the compliment that has been paid to New York city by the Cincinnati Commercial. It was justified in eulogizing our superiority and pointing out our unequalled advantages as the political capital of the Republic. We must, therefore, say that, as we see little chance of the selection of the Empire City, we feel bound to urge the merits of the Queen City of the West. It is a great and opulent city. It has an enterprising and intelligent population, and is blessed with exceedingly able editors. It is in all respects superior to Chicago, and St. Louis cannot be compared with it. Who would mention the Chicago Tribune in the same day as the Cincinnati Commercial, and who would read the St. Louis Republican when he could find the Cincinnati Gazette? The arguments of the Chicago papers against Cin cinnati are flimsy and worthless, and we hope the Cincinnati editors will be as unwilling to notice them as we are. If President Grant dwelt in Cincinnati he would be filled with great ideas; if the Cabinet lived in Cincinnati they would be imbued with lofty sentiments; if both houses of Congress held their sessions there they would strike out policies at once resplendent and gigantic-quite worthy of a republic so fortunate as to possess such a capital. Until further advised, therefore, we must go for Cincinnati, which, in addition to its other advantages, has, or used to have, a far more extensive business in pork-packing than Chicago.

THE VIRGINIA ELECTION.

From the N. Y. World. The success of the Conservative candidates in Virginia is the most salutary thing which could have happened for the people, not of that State alone, but of the whole South. That will be better than mere partisan exultation, which will show what won the victory, the magnitude of it, and how to conquer with equal certainty in all subsequent contests.

The victory was won by a policy of activity, toleration, and an acceptance of the situation. Activity was shown in full registration, thorough organization, careful canvassing, and a care to see that all entitled to vote did ote. Toleration was exhibited in a cordial o-operation of all Conservatives of either earty. We are glad, too, that there was not race vote. Enough blacks have cast their suffrages for Governor Walker to elect him. he discredit of only being supported by a ingle race attaches to the Wells men. This eration, too, was further displayed by the anion of all, whether old or new to the Commonwealth, who have her real good at heart, upon a single ticket. The result is as gratifying as the spirit and work which led to it were commendable.

The thoroughness with which the situation in that State has been recognized is indeed significant and promising. It shows a larger comprehension and more of real statesman-ship than have been evinced in that latitude since the close of the war. Triumph has been won by the cheerful acceptance of the inevitable. The Virginians have carried practical business sense into their politics. They have fornored a past which is dead, and have not lost by wooing an unattainable utopia.

Negro suffrage may have been distasteful,

tive ticket is elected, and the Constitution is litical revolution are forming, and while the stripped of its most obnoxious features. A administration is resting upon its oars the GAS LIGHT FOR THE COUNTRY. do-nothing policy would simply have re-manded the State to the custody of the radicals. Opposition to the Constitution in toto would have saddled the whole of it upon the people. By a judicious choice of the least of evils, the Virginians are now in a position to control their own affairs, and remedy, in time, those inequalities in their Constitution which

survive its adoption. The magnitude of this victory is hard to be overestimated in consequences. It eliminates from the reconstruction laws their element of proscription, which has been the pivot on which they have turned. It sets in operation a series of causes which will lift from the whole South the disfranchisement under which she staggers. It shears off the tradi-tional obstacles which have stood in the way of the rehabilitation of the industries and capital of that section. It opens a future to that suffering people, and turns their faces towards it. It is a triumph of enlightenment and common sense, and the material gain of it ought to be as great as the political

This Virginia victory can and should be realized in all the Southern States, whether reconstructed or not. Let the course characterizing the Old Dominion be followed by all her sisters. The negro is bound to vote for the time. The white man cannot prevent, at present, that, and can only rivet disfranchisement on himself by laboring at this stage to decitizenize the black man.

The inexpedient expulsion of the colored members from the Georgia Legislature is a case in point. For that technical regularity and practical blunder not only is the State debarred representation in Congress, but is liable to repeated reconstruction; besides, the conservatives have probably alienated the colored vote as a whole in Georgia, which they cannot afford to do. Keen near-sightedness is not wise in politics. A large vision which sweeps into the future is needed.

We congratulate Virginia on her superb success. In all modesty we hail it as the vindication of the course of this journal, whose advice has been to accept what is inevitable, and await your time.

The whole South is to be felicitated upon the revelation of a policy which, discarding the shadow, grasps and holds the substance of decided victory. We claim this election as the triumph of the young, indomitable, ever-vigorous, progressive Democracy. The Mother of Presidents has taught not merely the Southern but the Eastern, and especially the Western, conservatives how to organize victory by the conquest of prejudices and by the advocacy of live issues.

THE OHIO DEMOCRACY. From the N. Y. Herald.

The Ohio Democracy have made a discovery. They have been a long time about it, but they have hit it at last. They have found out that their Copperhead leaders lead them only to defeat, and so the party, in solemn State Convention assembled, have taken a new departure. They have dropped Vallandigham and all his tribe and have drawn upon the Union army of the war for their standardbearer, and General Rosecrans is their man for next Governor of Ohio. It seems that this forward movement was not made without a stubborn resistance, but that even the powerful name of Pendleton was vainly brought into the convention to head off the Union hero of Murfreesboro. This is very remarkable, in view of the fact that during the war, as a Rebel sympathizer, Vallandigham, from Burnside's military court in Ohio, was sent under guard to Rosecrans in Tennessee, and by him passed over to the Southern Confederacy, where it was thought said Vallandigham properly belonged; but the change of front in question is not so remarkable, in view of another fact, that on

thousand majority. We incline to the opinion, however, that Mr. Vallandigham and his followers will cheerfully support this new movement of the Ohio Democracy. With all his Copperhead crotchets, he is a Democrat of progressive ideas; and we think he has mastered this difficult problem to the Bourbon, that there has been a deluge which has changed the face of the whole political world. At all events, General Rosecrans is a strong candidate and will be hard to beat. His military record, down to his disastrous day at Chickamauga, is one of the most brilliant of the half dozen leading Union generals of the war. That day at Chickamauga, however, ended his military career. But still his great services in the field were not forgotten, for when nominated for the Mexican mission by President Johnson, he was promptly confirmed by the Senate as a recognition of the deserving soldier,

returning from the South Vallandigham was

made the Democratic candidate for Governor

of Ohio, only to be beaten by a hundred

patriot, gentleman, and scholar. From this point we may date the political flowering out of General Rosecrans, in his volunteer diplomatic mission to the famous constellation of generals of the late Southern Confederacy, assembled last summer at the Virginia White Sulphur Springs. His conciliatory negotiations with those generals placed him, by common consent, en rapport with the grand national Democratic reunion in Tammany Hall. His recall from Mexico by President Grant, we presume, has, from the political laws of gravitation, landed General Rosecrans a full-fledged Democrat once more in Ohio. His nomination, we say, is a hit as a new departure for the Ohio Democracy. It relieves them of the stigma of Copperheadism, and in spiking that radical gun they gain, perhaps, not less than thirty thou-

sand votes. In the new Democratic platform set up for General Rosecrans, there is not much of general importance that is new. The party in Ohio adhere to these doctrines-that the Government bonds ought to be taxed; that the bondholders in their redemption ought to be satisfied with greenbacks; that a high protective tariff serves only to enrich New England manufacturers; that each State should regulate the elective franchise for itself; and that the fifteenth amendment is subversive of the principles of the Federal Constitution, as if an amendment, good or bad, could have any other purpose than to change the Constitu-tion. The convention further declares that the radical policy is tending to a consolidated despotism; that our national banking system (Mr.-Chase's), is one of the worst outgrowths of the bonded debt; and that the doings of the military commissions in Texas, under President Grant, "are violations of the most

sacred rights of American citizens," etc. The issue, then, in Ohio is sharply drawn against the administration; but, strangely enough, Cuba, Mexico, and the Alabama claims are left out. But to sum up:-The nomination of General Rosecrans, of itself, is a great step forward by the Ohio Democracy. It falls far behind the forward movement of the Virginia conservatives, but it is still a movement in the same direction; and in the

wide-awake Democracy, instructed by many defeats, may shape their tactics to some purpose, in view of the approaching fall elections, not only in Ohio, but throughout the North.

THE CHURCH BILL DEFORMED.

From the N. Y. Tribune. The Lords exhausted an obstructive ingenuity in the number and variety of their proposed amendments to the Church bill. There were no less than twenty-eight. Of these the most important provided for dating disestablishment a year later, 1872; for making churchmen commissioners of the church temporalities; for securing to the established bishops their titles and seats among the Lords, and to curates and beneficed clergymen their present salaries and annuities: for subjecting ecclesiastical persons to the authorities of the bishops as heretofore; for making appeal to her Majesty's Council on points of doctrine or discipline, instead of to ecclesiastical courts, which are to be abolished; for selling church property at a moderate bargain, and for advancing sums for erecting residences of Roman Catholic and Presbyterian ministers and allowing 25 acres apiece thereto; for dating back the term for which private endowments will be allowed to 1560 instead of 1660; for devoting the surplus to concurrent endowment of Presbyterians and Catholics, as moved by Lord Russell, and for applying the same sum to grants of small loans at a moderate interest and an adequate security to

the peasantry of Ireland, according to the proposal of Earl Shaftesbury.

As the case stands, the Lords have agreed that the Bishops shall retain their seats, and that the curates shall be well provided for; that all glebe lands granted by the Crown since 1560 be given to the new church body: that the Maynooth College Roman Catholic endowment shall be retained; and that the question of the surplus, which by the Commons bill is devoted to schools, reform, and charity, shall be postponed—thus escaping the consideration of an amendment for con-currently endowing Presbyterians and Catholies out of the surplus. English opinion on the liberal side variously conceives that the bungle of concurrent endowment will prove acceptable for peace sake, and that the Lords have with malice prepense, but, as we think, with sheer helplessness of doing otherwise, deliberated how to misfeature the bill. By the resolve to postpone the surplus question, the only positive good which the bill can boast, over and above the main fact of disestal lishment, has been shelved. The Times, as now reported by the cable, argues against such a multiplicity of establishments as the Lords would create in their plan of endowing all denominations for the sake of making plausible the lion's share of the Established Church. But the Star will be better understood in saying, as it does with truth. that nearly all the amendments of the Lords are intolerable, and that the peers cannot be permitted at this late day to deprive the people of the luxury of being just. Once in a long while the people of Great Britain, after much starving of mind and body, are invited to feasts of tardy justice. It is a pity that, on most occasions, the Tory Lords have purposed to offer them only Timon's dishes, with the end of keeping the substantial meats for themselves, and securing to their poor guests a continuance of the established element of

A GOOD LESSON.

From the N. Y. Tribune. The Australian Parliament has recently been engaged in a discussion from which our own Congress and Legislatures might copy a good example. A bill relating to the tenure of certain public lands, and known as the Quieting of Titles bill, was some time ago before that body; and to aid its passage, various interested parties subscribed large sums of money, of the ultimate purpose and expenditure of which they seem to have been strangely careless. It was charged, however, that three members of Parliament, one of them, Mr. C. E. Jones, having also a place in the Cabinet, had received money for their votes on this bill. Pending an investigation, Mr. Jones resigned his seat both in Parliament and in the Ministry, but to the former dignity his constituents triumphantly reelected him. The trial was fearless and thorough, and resulted in the expulsion of Mr. Jones and a Mr. Butters, and the acquittal of one or two others, while one member of Parliament and two or three outside lobbyists were at our latest dates still awaiting examination. Both the convicted members were men of talent and position, and one of them, at any rate, enjoyed an extensive personal popularity. Their fate, we presume, will do more to purify Australian politics than reams of remonstrance and homily.

If the Legislature of New York had been equally decided in its action upon official corruption at the last session, we shall not venture to say how many honorable members might have been kicked out of Albany in disgrace. But bribery investigations at our State capital don't mean business, and result in nothing but a whitewashing of the accused and a violent denunciation of their accusers. Conviction, we are sure, would be easy enough if the Legislature really desired to stop the corruption and punish the guilty. Can't our Assemblymen be shamed into learning something from the young colony of Australia?

THE EMPEROR AND THE IMPERI-

ALISTS.

From the A. Y. World, "A frank confession," says the old proverb, "is good for the soul." An Emperor, after all, being a man, may be presumed to be a soul, and it is therefore quite possible that the singularly candid avowal which the Emperor of the French is reported to have made of his past blunder in respect to "the majority" of the legislative body may be beneficial in its results, if not to France, at least to the Napoleons. We take the significance of it to be that the Emperor's letter of the "19th of January," announcing his desire to see France endowed with liberal institutions, was interpreted by the majority of the Emperor's supporters in the Legislature to be a slur upon them-selves. It is quite natural that men who are perfectly willing to be more imperialist than their Emperor should be annoyed by having the Emperor loudly proclaim himself less imperialist than they. And if the Emperor really means to be less imperialist than his adherents, it is a very practical first step for him to take to satisfy them that, in pronouncing for a larger liberalism in the administration of the empire, he never really meant to imperil the stability of that public order which, as he well knows, constitutes the chief and most solid claim of the empire in their support. In doing this, the Emperor, incidentally of course, exhibits himself to his people, not members of the legislative body, as the most liberal person, clothed with authority, in his realm. If this redounds to his whites was worse. By conceding the first they have undone the second. The conservathey have undone the second. The conserva- drifting. In short, the elements of a new po- chief directly must indirectly help them.



SAFE, RELIABLE, AND ECONOMICAL

PLACED OUTSIDE OF BUILDINGS!! FERRIS & CO.'S

AUTOMATIC GAS MACHINES

Have been in successful operation for eleven years, and in all cases given perfect satisfaction. The light is much superior to that of city gas, at much less cost. The many accidents arising from the use of KEROSENE and COAL LAMPS and worthless gas machines should induce persons to adopt a safe, economical, and satisfactory light. The simplicity of our machine, its slow motion, its superiority over all others on account of its REVOLV-ING evaperator, which takes up all the carbon from the material, and the fact that it will run for years without cost for repairs, recommend it above all others in the market. The machine can be seen in operation at our Office, where explanations and references will be given.

FERRIS & CO.

6 Ituths 3m2p] No. 327 CHESNUT Street, Philada.

Best quality of GASOLINE always on hand.

HOSIERY GOODS.

WILLIAM HOFMANN,

No. 9 N. EIGHTH Street, Philadelphia,

Dealer in Hosiery Goods,

Offers for sale a large assortment of Hoslery, for Ladies', Gents', an' Children's wear; Socks, threequarter Socks, and Long Hose, of English and German manufacture.

UNDERWEAR

Of Cartwright Warner's manufacture, acknowledged to be the bes imported, Also, the Nerfolk and New Brunswick, acknowledged to be the bes of American Goods.

These Goods in all sizes, for

Spring and Summer Wear.

HOME LIFE INSURANCE COMPANY.

OF NEW YORK, WALTER S. GRIFFITH, President.

A solid, safe, and reliable Company, Assets over two million dollars (\$2,000,000), most securely avested, and rapidly increasing.

A MEMBERSHIP OF OVER 10,000.

Persons contemplating assurance on their lives are vited to examine the literature of the Company, which may be had at the Philadelphia office, Southwest corner of FOURTH and LIBRARY Street

63 thstu3m B. K. ESLER, General Agent. WIRE W 0

GALVANIZED and Painted WIRE GUARDS, for store fronts and windows, for factory and warehouse windows, for churches and cellar windows, IRON and WIRE RAILINGS, for balconies, offices, cemetery and garden fences.

Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptnes and work guaranteed,

ROBERT WOOD & CO., 7 3 stuthem No. 1136 RIDGE Avenue, Phila.

RAILROAD LINES. SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD, SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS,
TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-Mail. 4-17 P. M.
Spectal Excursion. 5-18 P. M.
An extra Express train (through in 13/4 hours)
will leave Vine Street Ferry every Saturday at 2-60
P. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-
 Atec Accommodation
 10-15 A. M.

 Haddenfield do.
 2:00 P. M.

 Hammonton do.
 5:45 A. M.
 Returning, leave

Ateo. 12:15 noon.
Haddonfield 2:45 P. M.
Hammonton. 5:40 A. M.

SUNDAY MAIL TRAIN SUNDAY MAIL TRAIN
Leaves Vine street. 8-00 A. M
Leaves Atlantic . 4-17 P. M
Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are is-Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic Oity.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. D. H. MUNDY, Agent.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7:45 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pistston, Scranton, and Ha-At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M.

For Fort Washington at 6-45 and 16-45 A. M., and

11:30 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Rallways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25 . M. From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M., From Lansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M. ON SUNDAYS.

ON SUNDAYS,
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. SWMMER TIME,
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty p inutes before its departure. The Chesnut and Walnut streets cars run within one square of the Sleeping-car Tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train 8:00 A. M.
Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Erie Express 11:50 A. M.
Lancaster Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Erie Mail and Pittsburg Express 10:30 P. M.
File Mail and Pittsburg Express 10:30 P. M.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. TRAINS LEAVE DEPOT, VIZ.:-

O'cleck.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and buggage delivered, by 5 P. M., at No. 110 Market atreet.

Cincinnest Express. 8:10 A. M.
Philadelphia Express 6:50 A. M.
Paoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.
Eric Mail 9:35 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Eric Express 4:20 P. M.
Day Express 4:20 P. M.
Southern Express 6:40 P. M.
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot.
Ticket Agent at the Depot.
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
EDWARD H. WILLIAMS,
4.29 General Superintendent Altona Pa

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 334, 334, 4, 4-55, 5-06, 534, 6, 635, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 7½, 8, 8:20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4¾, 5, 5⅓, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3¾ and 5¾ up trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and
10% P. M.

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M.

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 8, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7-16, 9, and 11-95 A. M., 1.

Leave Philadelphia at 6, 71, 9, and 11:05 A. M., 13, 3, 44, 5, 5%, 64, 8:05, 10:05, and 11:4 P. M. Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A. M., 13, 3, 44, 64, 8, and 93 P. M. The 73 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2½, 4, and 7½

P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8·05, 10·05, and 11½ P. M.
Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8·30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk. only at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayank at 7% A. M., 1%, 6, and 9%

P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD.
COMMENCING THURSDAY, JULY 1, 1986.
Leave Philadelphia, foot of Market street, as fol-

10ws:—
9:00 A. M., Cape May Express, due 12:25.
3:15 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.
Cape May Freight leaves Camden daily at 9:20 lows:-

RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10 05 A. M. 9 00 A. M., Fast Express (commencing on Mon-

day, July 5), due 12:07.

5 60 P. M., Passenger, dne 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.
Cape May Freight Train leaves daily at 6:40 A. M.
TICKETS.
Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8-00 A. M., mall, and 3-30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnshoro, and Glassboro leaves Philadelphia dally at 3-00 P. M. keturning leaves Glassboro at

daily at 6 to P. M. Returning, leaves Glassboro at 3 0A. M. Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12-00 noon.
Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue, 71 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1869, Trains will leave as follows:— Leave Philadelphia from New Depot, THIRTY-FRIST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-85 P. M., 7-15 and 11-30

Leave West Chester from Depot, on Bast Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 10:55 P. M., 4:50 P. M., and 6:45 P.M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 6:45 P. M.

Leave B. C. Junction for Philadelphia at 6:30 A. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train loaving Philadelphia at 4:25 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Wainut street cars. Those of the Market street line run within one square. The Leave West Chester from Depot, on East Mar. the Market street line run within one square. The rs of both lines connect with each train upon its arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. i. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A. Leave B. C. Junction for Philadelphia at 6:00 A. M. WILLIAM C. WHEELER, 4165 General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

E. COLEMAN,

Superintendant.

AUO TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 SALE OF REAL ESTATE AND STOCKS.

July 15, at 13 o'clock, noon, at the Exchange will include: TENTH (South), No. 630-Brick Residence.
LANCASTER TURNPIKE ROAD Dwelling.
TENTH AND SHIPPEN, S. W. corner-Mansion, table, and Large Lot.
CALLOWHILL, Nos. 243) and 2441-Stores and Dwell-CADWALADER, No. 1484—Three Brick Dwellings. SECOND (North), Nos. 3407, 3409, 3415, and 3417—Brick

d Frame Dwellings. FITZWATER, west of Twenty-first-Modern Brick PITZWATER, west of Twenty-hrst-Modorn Dwelling. SHIPPEN, No. 288—Tavern Stand. PINE, No. 918—Modern Rosidence. CHESNUT, No. 405—Business Stand. FIFTH (South), No. 500—Brick Dwelling. MYRTLE, No. 1239—Brick Dwelling. MYRTLE, No. 1619—Brick Cottage. STOCKS, LOANS, ETC. 10 shares Bank of North America. Su shares Elmira Railroad, preferred stock. 16 shares Stoubenville and Indians Railroad, old. \$5000 Wyoming Valley Canal Company, 6 per toppon.

\$2000 Bald Eagle Valley Railroad, 1st mortgage, 6 per cent. \$3000 Western Pennsylvania, Pittsburg branch, 6 per cent. \$3000 Camden and Amboy Railroad, 1889, 6 per cent.; June and December. \$1000 Chesnat and Walnut Passenger Railway Company, 6 per cent. \$1000 Company, 7 per cent. bond Tiega Railroad, May and November.

8100 coupon 7 per cent, bond Tioga Kaliroad, May and November. hird National Bank.
5 shares Third National Bank.
5 shares Greenwich Land and Improvement Company.
150 shares Bradford Railroad Company.
8 400 Allegheny Railroad and Coal Company, 8 per cent.
160 shares Allegheny Railroad and Coal Company,
6 shares Gettysburg Railroad Company,
6 shares Gettysburg Railroad Company,
6 shares Publication Society Latheran Church.
Also, a large amount of Mining and Oil Stocks.
2004 shares West Hickory Mining Association, subject to
12 assessment of 25 cents per share.
100 shares Republic Fire Insurance Company, Chicago.
2 shares Philadelphia and Southern Mail Steamship Co.
Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
OHESNUT Street; rear entrance No. 1107 Samson St.

C. D. MCCLEES & CO., AUCTIONEERS, MARTIN BROTHERS, AUCTIONEERS.—
No. 5:29 CHESNUT Street, rear entrance from Minor

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. L PPINCOTT, SON & CO., AUCTIONEERS, No. 246 MARKET Street.

BSCOTTS ART GALLERY, No. 1020 CHESNUT

K EENAN, SON & CO., AUCTIONEERS, NO

NEW PUBLICATIONS. BUREAU VERITAS

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classic fication of Vessels surveyed in the Continental, Bri and American ports, for the year 1869, is FOR SALE by the Agents in New York. ALF MERIAN & CO.,

No. 49 EXCHANGE PLACE. ZELL'S

POPULAR ENCYCLOPEDIA, A DICTIONARY OF UNIVERSAL KNOWLEDGE,

T. ELLWOOD ZELL, Publisher,

Nos. 17 and 19 South SIXTH Street,

6 27 s3m PHILADELPHIA. N H 0 0 D t

A MEDICAL ESSAY ON THE CAUSE AND CURB OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debility, etc.
"There is no member of society by whom this book will not be found useful, whether such person holds the rela-tion of Parent, Preceptor, or Clergyman."—Medical Times and Gazette.
Sent by mail on receipt of fifty cents. Address the Author,
Dis. E. De F. CURTIS,
6 29 6m No. 222 F Street, Washington, D. O.

DHILOSOPHY OF MARRIAGE .-A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia.

LARZELERE & BUCHEY. Custom House Brokers and Notaries Publica No. 405 LIBRARY STREET.

ALL CUSTOM HOUSE BUSINESS TRANSACTED. PASSPORTS PROCURED. 111 W

WOODLANDS CEMETERY COMPANY.—
clected for the year 1869:—
ELI K. PRIOE, President.
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot-holders and Visitors to present tickets at the entrance
for admission to the Cemetery. Tickets may be had at the
Office of the Company, No. 813 ARCH Street, or of anyof
the Managers.

MORNY'S TASTELESS Fruit Preserving Powder.

Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cent's a package. Sold by the grocers.

ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada.

COTTON SAIL DUCK AND CANVAS of all numbers and brands. Tent, Awning. Trunk, and Wagon-cover Duck. Also, Paper Manufacturers prier Felts, from thirty to seventy-six inches wide: Pauline, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
E55 No. 103 CHURCH Street (City Stores).

PHILADELPHIA AND ERIE RAILROAD.— SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA. BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL.

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:-

WESTWARD,

WALL TRAIN leaves Philadelphia.

"Williamsport 8:16 A. M.

ERIE EXPRESS leaves Philadelphia. 11:50 A. M.

"Williamsport 8:50 P. M.

arrives at Erio. 10:00 A. M.

ELMIRA MAIL leaves Philadelphia. 8:00 A. M.

"Williamsport 6:30 P. M.

"Williamsport 6:30 P. M.

arrives at Lockhaven 7:45 P. M.

EASTWARD.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY,
OFFICE, NO. 220 CHESNUT STREET,
a prepared to receive and forward goods and money to
LONG BRANCH, N. J., DIRECT.

Express closes at 1 o'clock P. M.
6 et mwilm H. GORMAN, Agenta 621 mwilm